

## 10<sup>th</sup> Transportation Battalion



**10<sup>th</sup> Transportation Battalion crest (l) and coat of arms (r)  
mouseover each for description**

### World War II

Soon after the United States entered World War II, the 10<sup>th</sup> Transportation Battalion was constituted 6 July 1942 in the Army of the United States as Headquarters and Headquarters Company, 10<sup>th</sup> Port of Embarkation then activated on 25 July 1942 at the San Francisco Port of Embarkation, California. In May 1943, the 10<sup>th</sup> Port, Headquarters and Headquarters Company, formed the nucleus of the 1<sup>st</sup> Embarkation Group with the critical mission of loading out the reinforced 3d Infantry Division (Task Force Joss) at the North African Port of Bizerte, Tunisia, the launching site for operations in the Mediterranean Sea.

The Allied forces stormed ashore on the island of Sicily on 9 July 1943. On 1 August 1943, the 10<sup>th</sup> Port began operating the recently captured port at Palermo, Sicily. The Allied forces fought their way across the island then on 9 September forces their way onto the boot of Italy. Once, the port of Naples was operational, there was no longer a need for a military port at Sicily. Naples could support the US Fifth Army's northward drive up the boot. Unfortunately, the Fifth Army was halted at the Gustav Line where Monte Cassino loomed overhead. Unable to break the strong German defensive line, the Americans decided to conduct another amphibious landing and go around it. The Americans landed at Anzio on 22 January 1944. In February 1944, the 10<sup>th</sup> Port then went ashore at Anzio to offload supplies and equipment for the eventual breakout in April. In August 1944, the 10<sup>th</sup> Port moved south to the Port of Naples with the mission of boarding the US Seventh Army for an invasion into Southern France. On 1 September 1944, the 10<sup>th</sup> Port deployed to the heavily damaged port at Leghorn, Italy, where the unit continued to support US Fifth Army. On 25 November 1945, the 10<sup>th</sup> Port assumed responsibility for port operations at both Naples and Leghorn. Although the war in Europe ended on 8 May 1945, the 10<sup>th</sup> Battalion still had to run the ports while units departed the continent. It was finally inactivated on 31 January 1947. For its service in the European Theater, the Battalion was awarded a Meritorious Unit Commendation.

## Cold War

Redesignated 23 August 1954 as Headquarters and Headquarters Detachment, the 10<sup>th</sup> Transportation Battalion (Terminal) was allotted to the Regular Army then was activated at Fort Story, Virginia, on 2 September 1954. On 27 June 1955, Fort Story underwent a major reorganization resulting from the inactivation of the 5<sup>th</sup> and 54<sup>th</sup> Transportation Battalions (Amphibious Truck). The 169<sup>th</sup>, 206<sup>th</sup> and 604<sup>th</sup> TAT Companies (DUKW) and 870<sup>th</sup> Port Company of the 5<sup>th</sup> Battalion were attached to the 10<sup>th</sup> Battalion. On that day, the 10<sup>th</sup> Battalion was also attached to the 5<sup>th</sup> Transportation Terminal Command B.

The 10<sup>th</sup> Battalion gave up the 606<sup>th</sup> and 607<sup>th</sup> Transportation Amphibious Truck (TAT) Companies to the 1<sup>st</sup> Transportation Battalion (Terminal) (Provisional), which was activated on 15 November 1955. MAJ Herman Nadler assumed command of the 10<sup>th</sup> Battalion from LTC James F. Wolaver, who assumed command of the 1<sup>st</sup> Battalion. The 606<sup>th</sup> TAT was redesignated as the 155<sup>th</sup> Terminal Service Company on 14 November. As a result of the reorganization, the 10<sup>th</sup> Battalion retained the following companies:

- 344<sup>th</sup> Transportation Company (Amphibious Truck) (DUKW)
- 347<sup>th</sup> Transportation Company (Amphibious Truck) (DUKW)
- 458<sup>th</sup> Transportation Company (Amphibious Truck) (DUKW)
- 565<sup>th</sup> Transportation Company (Terminal Service)

The 870<sup>th</sup> Terminal Service Company was relieved from the 376<sup>th</sup> Transportation Battalion, after its inactivation, and attached to the 10<sup>th</sup> Transportation Battalion on 25 March 1957. The 155<sup>th</sup> Terminal Service Company was also relieved from the 14<sup>th</sup> Battalion and attached to the 10<sup>th</sup> Battalion on 1 February. These changes were made as a pre-planning phase for the training of SUNEK and Project 572.

On 28 March 1963, the 14<sup>th</sup> Transportation Battalion was inactivated at Fort Story and the 155<sup>th</sup> Terminal Service Company was attached to the 10<sup>th</sup> Battalion. The battalion participated as part of the neutral forces during Exercise Swift Strike III in Leesburg, South Carolina, from July through August 1963. The 155<sup>th</sup> Terminal Service Company participated in Operation Webfoot VII at neighboring Little Creek, Virginia. From June through September 1964, the 155<sup>th</sup> Terminal Service Company supported Reserve Training program at Fort Story.

By 1965, the 10<sup>th</sup> Terminal Battalion had the following companies:

- 82<sup>nd</sup> Transportation Company
- 458<sup>th</sup> Transportation Company (LARC V)
- 522<sup>nd</sup> Transportation Platoon (LARC LX)
- 554<sup>th</sup> Transportation Platoon (LARC LX)
- 870<sup>th</sup> Transportation Platoon (LARC LX)



## Vietnam War

In 1962, communist insurgents launched a guerrilla war to usurp the unification elections in the Republic of South Vietnam. The United States then sent advisors and helicopter companies to South Vietnam to stabilize the government. In 1965, it became clear that South Vietnam would fall without greater assistance from the United States. Military Assistance Command, Vietnam, (MACV) called for an increase in the number of US troops to serve in the combat role against the Viet Cong and North Vietnamese Army.

South Vietnam did not have the port facilities to support the debarkation and sustainment of troop units in II Corps Tactical Zone. The 1<sup>st</sup> Logistics Command found the natural harbor at Cam Ranh Bay as an ideal location to serve as one of its two major support base depots. Cam Ranh Bay had a small two-berth pier constructed in 1964. 1<sup>st</sup> Log approved the plan on 12 May 1965. Since the Vietnamese union refused to send stevedores to Cam Ranh Bay, American soldiers with stevedore experience in Vietnam were levied and sent to unload the first ship to anchor in the bay under the supervision of a Transportation Corps lieutenant on 15 May. Cam Ranh Bay needed a terminal battalion quick.

The first units needed at any port were landing craft to perform lighterage. The 1097<sup>th</sup> Medium Boat Company arrived in Vietnam on 30 May 1965. The Mike boats would conduct ship-to-shore lighterage to take the pressure off of the small pier. The 97<sup>th</sup> Heavy Boat Company' advance party arrived at Cam Ranh Bay on 26 May, to make three LCU 1466s operational. The main body arrived with three more LCUs on 31 May. The rest of the unit arrived with its equipment on 2 June. To offload the equipment, the bay needed military stevedores. The 123<sup>rd</sup> Terminal Service Company arrived on 30 May.

On 23 September 1965, HHD, 10<sup>th</sup> Terminal Battalion, under the command of LTC Robert W. Gentleman, arrived at Cam Rahn Bay to provide command and control of the terminal and boat companies. The Battalion fell under the control of the 4<sup>th</sup> Transportation Command (Terminal) that had arrived at Saigon on 12 August. By early 1966, the Cam Ranh Bay Support Command was organized to assume operational control over all logistic operations in the area.

The units that arrived moved into GP Medium tents and had to construct their base came, headquarters buildings, motor pools, mess halls and other facilities all while offloading cargo. The engineers constructed a 120-foot extension of rocks and earth onto the existing causeway. They salvaged two concrete mooring blocks from an abandoned pier and placed them on either sides of the berth. Then they secured mooring barges to them. With this in place, the *Comet* arrived with its cargo of a Korea Marine Brigade which would provide security around Cam Ranh Bay. The roll-on/roll-off (RO/RO) vessel moored with her stern toward the beach while the two forward anchors held her bow in place and the mooring blocks and barges held her stern in place. The 10<sup>th</sup> Battalion safely discharged the *Comet* in one day.

The installation of the DeLong Pier (Pier #2) gave Cam Ranh Bay a deep draft capability and required two more terminal service companies. The 155<sup>th</sup> Terminal Service

Company came down from Qui Nhon on 7 November. It had left Fort Story on 26-27 May 1965 and arrived at Saigon on 3 June. It was reformed and moved to Qui Nhon the next day. The 870<sup>th</sup> Terminal Service Company also arrived on 18 February 1966, where it worked the north side of the DeLong Pier and the 155<sup>th</sup> worked the south side.

During October and November 1966, the 155<sup>th</sup> Terminal Service sent two platoons to Vung Ro Bay in support of the 4<sup>th</sup> Infantry Division (Mechanized) during Operation Robin. This was the first time that Vung Ro Bay was used as a port of discharge. The company set the Port Monthly Tonnage Record of 35131 short tons in October 1966 and the one-day tonnage record on 19 November 1966.

On 1 October 1966, the 124<sup>th</sup> Transportation Command was activated to provide command and control over the transportation battalions in the Cam Ranh Bay area. By that time, the 10<sup>th</sup> Battalion had expanded its operations to subports at Phan Rang and Nha Trang.

The 458<sup>th</sup> LARC Company arrived at Cam Ranh Bay, on 13 October 1966. At that time it was the only amphibious unit in the Operating Theater. It moved to Vung Tau to support the air base there. The LARC Vs and remaining company equipment arrived at Vung Tau on another vessel. The 458<sup>th</sup> "Sea Tigers" had the mission to transport men and equipment from ship to shore where ever needed. Besides the LST beach at Cam Ranh Bay, they operated at Nha Trang, Phan Rang, Phan Thiet, and Vung Ro Bay. At Phan Thiet, 5 LARCs supported the 2<sup>nd</sup> Battalion 7<sup>th</sup> Cavalry during Operation Byrd.

On 26 June 1967, the 1097<sup>th</sup> Medium Boat, under the command of CPT William Pagonis, received a call to move to Dong Tam in III Corps Tactical Zone where it was assigned to the 9<sup>th</sup> Infantry Division. While under the command of First Lieutenant R. A. "Pete" Sellers, the 458<sup>th</sup> received six Boston Whalers to conduct harbor patrols in August 1967. The company's mission was transitioning from logistical and ship-to-shore operations to inland-water security and port security tasks. The 458<sup>th</sup> received its Patrol Boat, River (PBR) MK IIs in early 1968 and became the only PBR company in the US Army. It was transferred to the command of the 18<sup>th</sup> MP Brigade and moved its headquarters to Vung Tau.

On 15 December 1968, the 97<sup>th</sup> assumed control of the Provisional LARC Platoon. 17 LARC Vs assumed the responsibility for the 123<sup>rd</sup> Terminal Service Company's ship to shore mission of providing transportation at Nha Trang, Phan Rang and Phan Thiet and also carrying small loads in Cam Ranh Harbor. In addition the Koreans on ROK Island at Cam Ranh Bay depended upon the LARCs for troop movement and water supply. The LARC Platoon completed training to qualify five Korean Army personnel to operate LARC Vs in May 1970.

On 30 August 1970, the 486<sup>th</sup> Transportation Detachment with USAV Y-487 (Liquid Cargo Barge SP) arrived at Cam Ranh Bay and was assigned to the 97<sup>th</sup> with the mission of handling coastal POL shipments for the US Army Support Command, Cam Ranh Bay.



The 10<sup>th</sup> Battalion assumed control over the following companies:

- 97<sup>th</sup> Transportation Company (Heavy Boat)
- 123<sup>rd</sup> Transportation Company (Terminal Service)
- 155<sup>th</sup> Transportation Company (Terminal Service)
- 458<sup>th</sup> Transportation Company (LARC V)
- 870<sup>th</sup> Transportation Company (Terminal Service)
- 1097<sup>th</sup> Transportation Company (Medium Boat)

Richard M. Nixon was elected as the President of the United States in November 1968 and had run on the promise to pull US troops out of Vietnam. The 123<sup>rd</sup> Terminal Service Company had already departed Vietnam on 20 December 1968. The US Army Vietnam began to slowly turn the war over to the Army of the Republic of Vietnam (ARVN) in a program known as Vietnamization. In July 1971, the 97<sup>th</sup> turned over five LCUs to the ARVN then picked up 13 YFUs from the US Navy. The 10<sup>th</sup> Terminal Battalion left Vietnam on 30 November 1971. The 870<sup>th</sup> Terminal Service Company left Vietnam on 17 February 1972 and the 155<sup>th</sup> Terminal Service Company on 27 June 1972. The 97<sup>th</sup> Heavy Boat pulled out on 2 March 1972. While in Vietnam the 10<sup>th</sup> Battalion supported fourteen major campaigns and was awarded three Meritorious Unit Commendations.

### **7<sup>th</sup> Transportation Group**

The battalions that were sent to Vietnam had a proud history of achievements dating back to World War II. The battalion headquarters created to replace them did not have the same achievements. Not only did the 10<sup>th</sup> Battalion have a proud terminal history of service during World War II, but it achieved even greater honors in Vietnam. Upon the return of the colors of the 10<sup>th</sup> Battalion on 30 November 1971, the 182<sup>nd</sup> Transportation Battalion (Terminal) (Provisional) was reflagged as the 10<sup>th</sup> Transportation Battalion (Terminal) and attached to the 7<sup>th</sup> Transportation Group at Fort Eustis, Virginia. Unlike many of the other transportation battalions, the 10<sup>th</sup> Battalion had remained a terminal port battalion all through its history.

The 10<sup>th</sup> Battalion assumed control of the following:

- 105<sup>th</sup> Transportation Company (Terminal Service)
- 451<sup>st</sup> Transportation Company (Terminal Service)
- 589<sup>th</sup> Transportation Company (Terminal Service)
- 784<sup>th</sup> Transportation Company (Medium Boat)
- 1097<sup>th</sup> Transportation Company (Medium Boat)

The anti-war and civil right protests had picked up momentum after the media turned against the war in 1968. On 20 May 1972, the battalion assumed a secondary mission and provided 650 for a civil disturbance task force. The task force conducted garden Plot exercise on 6 and 7 September 1972 and 1<sup>st</sup> US Army commended the Soldiers for their professionalism. It conducted another Garden Plot Exercise from 18 to 20 January 1973. In February 1973, the US and North Vietnamese sign the Peace Accords in Paris and the US agreed to withdraw ground units from Vietnam. With troops out of the war, the need

for a civil disturbance task force diminished. They conducted another Garden Plot Exercise on 28 June and 19 December 1973.

The 10<sup>th</sup> Battalion received the task to help beautify the Virginia Peninsula area. The 105<sup>th</sup> Terminal Service Company removed 853 junk automobiles from the York County area on 1 June and 230 junk automobiles from James City County from 11-15 September 1972. These provided valuable in rough terrain forklift operations. On 21 and 22 September 1972, the 10<sup>th</sup> Battalion also sent 109 Soldiers to clean up the flood damage at Fort Monroe after a hurricane.

During the first two year of its existence, the 10<sup>th</sup> Battalion went through several organizational changes. On 7 August the 451<sup>st</sup> Terminal Service Company was transferred to the 38<sup>th</sup> Transportation Battalion and the 784<sup>th</sup> Medium Boat Company was transferred to the 24<sup>th</sup> Battalion on 14 August 1972. The 5<sup>th</sup> Heavy Boat Company was activated on 21 October 1972 and the 264<sup>th</sup> Terminal Service Company was activated on 19 December 1972. Both were attached to the 10<sup>th</sup> Battalion replacing the two lost companies. The 77<sup>th</sup> Engineer Company (Port construction) was attached on 21 February 1973 then reflagged as the 497<sup>th</sup> Engineer Company (Port Construction) the same day. The 497<sup>th</sup> Engineer Company had a proud heritage that had served of six years in Vietnam. The 105<sup>th</sup> Terminal Service Company was reflagged the 155<sup>th</sup> Terminal Service the same day. The 155<sup>th</sup> Terminal Service had not only served for the duration of the Vietnam War, but served under the 10<sup>th</sup> Battalion at Cam Ranh Bay.

In 1973, the 10<sup>th</sup> Battalion had the following units:

- 5<sup>th</sup> Transportation Company (Heavy Boat)
- 155<sup>th</sup> Transportation Company (Terminal Service)
- 264<sup>th</sup> Transportation Company (Terminal Service)
- 589<sup>th</sup> Transportation Company (Terminal Service)
- 1097<sup>th</sup> Transportation Company (Medium Boat)
- 497<sup>th</sup> Engineer Company (Port Construction)

The 264<sup>th</sup> Terminal Service Company continued the area beautification project of the 105<sup>th</sup> and removed 336 junk automobiles from Hampton from 5 to 31 March 1973. Then from 5 to 19 June, the company removed 240 junk automobiles again from Hampton.

On 4 June 1974, the 1098<sup>th</sup> and 1099<sup>th</sup> Medium Boat Companies were transferred from the 24<sup>th</sup> Battalion and attached to the 10<sup>th</sup> Battalion. The 10<sup>th</sup> Battalion gave up its 5<sup>th</sup> Heavy Boat Company to the 11<sup>th</sup> Battalion.

In the years following the Vietnam War, the federal government reduced the military budget significantly. Training exercises were limited.

In 1980, the 10<sup>th</sup> Battalion provided command and control over the following units:

- 73<sup>rd</sup> Transportation Company (Floating Craft)
- 97<sup>th</sup> Transportation Company (Heavy Boat)
- 329<sup>th</sup> Transportation Company (Heavy Boat)



1098<sup>th</sup> Transportation Company (Medium Boat)  
469<sup>th</sup> Transportation Detachment (Floating Craft)  
497<sup>th</sup> Engineer Company (Port Construction)  
US Army Diving Detachment (Provisional)

President Ronald Reagan took office in January 1981. He increased the defense budget and poured money back into the military. Each of the unified commands had the money to conduct large scale training exercises to test out its war plans.

The 10<sup>th</sup> Battalion deployed approximately half of its assigned and attached strength by sea and by air to Vieques and Roosevelt Roads, Puerto Rico, to participate in the US Atlantic Command (LANTCOM) Exercise Tradewinds 87 from 6 to 24 April 1987. The battalion sent 13 cooks in support of Exercise Big Red in Hythe, England, from 23 April to 16 May and 5 cooks to support Exercise Solid Shield in the Caribbean from 26 April to 21 May 1987. On 6 May 1987, the *M/V Sutton* returned to Fort Eustis from participation in US Southern Command (SOUTHCOM) Exercises Kindle Liberty 87 and Puenta De La Paz 87 involving transport of supplies and equipment from the Republic of Panama to Costa Rica, Honduras, and the United States. On 26 June 1987, 2 LCM's and 1 CUCV were loaded on *MV Greenwave* for transport to Greenland in preparation for Operation Pacer Goose. On 10 July 1987, the 329<sup>th</sup> Heavy Boat supported the Puerto Rico National Guard by transporting twenty-seven pieces of engineer and Infantry equipment to Dominica, West Indies during US LANTCOM Exercise Solid Shield. In addition the unit delivered ammunition from Antigua, West Indies to Dominica, West Indies and then sailed approximately 1700 miles from Dominica, West Indies to Fort. Eustis.

### **Operation Desert Shield/Desert Storm/Farewell**

After being alerted in August to deploy in support of Operation Desert Shield, the 10<sup>th</sup> Battalion swiftly became enmeshed in the various scenarios required to deploy our Army watercraft units. Within three days after being alerted, the Battalion deployed a surge team of 80 personnel to Dammam, Saudia Arabia to download the *American Cormorant*. The team was composed of members of the 329<sup>th</sup> Transportation Company (Heavy Boat), the 1098<sup>th</sup> Transportation Company (Medium Boat), the 73<sup>rd</sup> Transportation Company (Floating Craft), and the 558<sup>th</sup> Transportation Company (Floating Craft DS/GS Maintenance). The *American Cormorant*, a semi-submersible vessel chartered by Third U.S. Army, held a pre-positioned load consisting of ten Landing Craft Mechanized (LCM) 8s, four large (100-foot) tugs, four 1466 series Landing Craft Utility (LCUs), and two 100-ton capacity Barge Derricks (BD).

On 21 September 1990 the 10<sup>th</sup> Transportation Battalion arrived in the Kingdom of Saudi Arabia. The Battalion became responsible for conducting terminal operations at the Port of Al Jubayl in support of Coalition Forces, who defeated the Iraqi Army during a 100-hour ground war that began on 24 February 1991. On 7 August 1991, the battalion moved to the Port of Ad Dammam. Seven days after the ground war began on 28 February, the 10<sup>th</sup> Battalion entered Kuwait to open the port of Ash Shuaybah. The port required extensive rehabilitations to clear mines. The dive detachment from the 6<sup>th</sup> Battalion removed the sunken torpedo boats alongside the piers. During the process, the fuel

cylinder on one torpedo exploded, fortunately not killing anyone. After two weeks, the port was operational. The 10<sup>th</sup> Battalion operated at the Ad Dammam port until redeployment to Ft Eustis, Virginia on 20 September 1991. Again the Battalion was awarded a Meritorious Unit Commendation for its service in Southwest Asia.

### **Haiti, Operation UPHOLD DEMOCRACY**

President Clinton pressured the military junta in Haiti to turn the government over to the duly elected president, Jacque Aristeed. The military junta held out to the last possible moment. The initial plan for Haiti was a forced entry. The planners expected the Haitian military to obstruct the seaport, so they needed LOTS capability and a port opening package delivered by watercraft.

A flotilla of Army watercraft from 10<sup>th</sup> and 24<sup>th</sup> Transportation Battalions (Terminal) sailed down to Haiti. The LCU 2000s of the 329<sup>th</sup> Transportation Company (Heavy Boat), 24<sup>th</sup> Battalion joined the LCUs of the 97<sup>th</sup> Transportation Company (Heavy Boat), LT801 (towing BD6701) of the 73<sup>rd</sup> Transportation Company and LSV1 and LSV4 of the 10<sup>th</sup> Battalion set sail on 13 September 1994 to form the largest flotilla of watercraft in convoy since the Cuban Missile Crisis. Since the majority of the watercraft belonged to the 10<sup>th</sup> Transportation Battalion, it provided command and control of the task force.

The 10<sup>th</sup> Transportation Battalion was configured for forced-entry. The boats were uploaded with the 7<sup>th</sup> Transportation Group port opening package of rolling stock (vehicles) for any contingency. They took the sectional floating causeway and BD heavy crane in the event that the Haitians sabotaged the port.

The convoy initially anchored off of the coast of North Carolina at 0800 and waited for the other vessels. The LCUs of Brewster's serial departed that morning and joined LSV4. The LCUs, LT801, LSV1 and LSV4 sailed as a convoy to Haiti in two serials. CW3 John Marino, vessel master of LSV1, commanded the first serial and CW5 Brewster, vessel master of LSV4, commanded the second serial, which consisted of the LCUs of the 97<sup>th</sup> Transportation Company. MAJ Thomas Baker, XO of the 10<sup>th</sup> Terminal Battalion, was designated the Task Force/Convoy Commander. MAJ Baker rode with the first serial and remained at Third Port for the latest possible intelligence on the situation before leaving. The first serial sailed past the second serial at 1930 on 13 September. The second serial joined up behind the first and sailed under radio silence except for navigational aids.

At 0040 on 18 September, the convoy arrived at Grand Turk Islands in the Bahamas and went into a holding area. The vessels just sailed around in a big square for 10 hours. They stopped there to pick up three LCUs loaded with 5,000-gallon fuel tankers. These vessels had left three to four days prior to the others to support refuel operations for air operations. They also picked up commercial tugs and an FSS ship, *Nashville*. The *Nashville* was loaded with combat equipment and vehicles for the US Marines. The fleet departed at 1050 that night.



The fleet arrived at Port Au Prince at 0400 on 20 September. By that time the military junta had agreed to step down from power and allow Jacques Aristeed to become president of Haiti. They also agreed to allow the US Armed Forces to use its ports. There was no longer a need for a forced-entry. Much of what was taken down would have to return. LSV4 was that last vessel to discharge its cargo and rolling stock. It discharged 21 pieces of equipment and picked up 9 pieces and 15 stevedores for opening the port.

The Battalion became responsible for operating the seaports at Port Au Prince and Camp Haitian in support of Joint Task Force 190. It had responsibility for the following units:

- 169<sup>th</sup> Transportation Detachment (Port Ops)
- 97<sup>th</sup> Transportation Company (Heavy Boat)
- 73<sup>rd</sup> Transportation Company (Floating Craft)
- 329<sup>th</sup> Transportation Company (Heavy Boat)
- 82<sup>nd</sup> Quartermaster Detachment (ROWPU)
- 149<sup>th</sup> Transportation Detachment (Heavy Crane)
- 335<sup>th</sup> Transportation Detachment (LSV1)
- 1099<sup>th</sup> Transportation Detachment (LSV4)
- 358<sup>th</sup> Transportation Detachment (ACD)
- 497<sup>th</sup> Engineer Company (Port Construction) (-)
- 558<sup>th</sup> Transportation Company (Marine Maintenance)
- 511<sup>st</sup> Engineer Detachment (Diving)
- 155<sup>th</sup> Transportation Company (Terminal Service)
- 110<sup>th</sup> Quartermaster Company (Petrol) (Terminal)

Three of the LCUs from the 329<sup>th</sup> Transportation Company had received the mission to deliver aviation fuel and maintenance support to Great Inagua Island by D-5. The XVIII Airborne Corps planned to operate a forward area rearm and refuel point (FARP) and an aviation intermediate maintenance (AVIM) site on the island's airstrip. The three LCUs picked up eight 5,000 gallon fuel tankers containing JP5 aviation fuel; a D7G bulldozer; a 10K forklift; 40-foot trailers, expando vans, and prime movers; HMMVs and trailers and deploying unit containers.

The LCUs 2013, 2015, and 2016 set sail from Third Port, Fort Eustis, on 12 September with CW2 Pat May as the convoy commander. At 2200 on 15 September, the vessels arrived at their assembly area ten miles off the island. The 329<sup>th</sup> Transportation Company Commander, CPT Gene Piskator, accompanied his three LCUs and went ashore with CW2 May and four soldiers at 0500 the next morning to survey the beach for a landing. 1<sup>st</sup> COSCOM ordered them to only discharge two of the 5,000-gallon tankers and the aviation maintenance equipment. They discharged this within four hours then set sail for Port-au-Prince.

On 3 October, 1<sup>st</sup> COSCOM tasked the 7<sup>th</sup> Transportation Group to support the Joint Special Operations Force. On 6 October LCUs 2008 and 2023 transported vehicles, equipment and Special Forces and Civil Affairs soldiers west to Jeremie to restore electrical power in the outlying communities across northern and southern Haiti during

Operations Light Switch. They dropped their cargo and passengers off the next day and returned.

In a couple of weeks after 10<sup>th</sup> Battalion's original arrival, it was determined that 10<sup>th</sup> Battalion did not need all the watercraft so it sent the vessels of the 329<sup>th</sup> Heavy Boat home. The vessels of the 97<sup>th</sup> Heavy Boat remained. Those LCUs hauled cargo to remote sites and transported troops to R&R beaches. However, the crews of the vessels were not allowed to enjoy the beach facilities and had to eat MREs while the soldiers had barbecues.

The 10<sup>th</sup> Transportation Battalion deployed on 4 December 1998 in support of Operation Fuerte Apoyo (Strong Support), US SOUTHCOM's Hurricane Mitch disaster relief effort. The battalion was responsible for conducting transportation terminal operations in the storm-ravaged countries of Honduras, Guatemala, El Salvador and Nicaragua in support of Joint Task Forces Bravo and Eagle.

### **Operation Iraqi Freedom**

In the build up for Operation Iraqi Freedom in March 2003, the 10<sup>th</sup> Battalion was scheduled to off load the 4<sup>th</sup> Infantry Division (Mechanized) in Turkey to open up the northern front. The Turkish Grand National Assembly voted against letting the United States use its country to attack Iraq. The 10<sup>th</sup> Battalion did not deploy to Kuwait until after combat operations had already begun. The potential of opening this second front, however, tied up several Iraqi divisions to include the Special Republican Guard in the northern part of Iraq.

As Saddam Hussein continued to refuse to comply with the UN Resolution to rid himself of weapons of mass destruction, the United States and a few allies invaded the country of Iraq. The 3<sup>rd</sup> Infantry Division, US Marines and a brigade of British soldiers invaded from Kuwait. The equipment of the 4<sup>th</sup> Infantry Division waited in ships in the Mediterranean Sea to enter through Turkey to open up a northern front. The 10<sup>th</sup> Transportation Battalion had the responsibility to open up this port of entry. It had even sent an advance party. Turkish Parliament, however, refused to grant the United States permission to invade their neighbor through their country, so the 4<sup>th</sup> Infantry Division had to sail through the Suez Canal and disembark in Kuwait. The 10<sup>th</sup> Battalion then deployed to Kuwait and relieved the 11<sup>th</sup> and 24<sup>th</sup> Battalions of port operations.

### **Campaign Participation Credit**

World War II: Sicily; North Apennines; Rome-Arno

Vietnam: Defense; Counteroffensive; Counteroffensive, Phase II; Counteroffensive, Phase III; Tet Counteroffensive; Counteroffensive, Phase IV; Counteroffensive, Phase V; Counteroffensive, Phase VI; Tet 69/Counteroffensive; Summer-Fall 1969; Winter-Spring 1970; Sanctuary Counteroffensive; Counteroffensive, Phase VII; Consolidation I

Southwest Asia: Defense of Saudi Arabia; Liberation and Defense of Kuwait; Cease-Fire



**Decorations**

Meritorious Unit Commendation (Army) for EUROPEAN THEATER

Meritorious Unit Commendation (Army) for VIETNAM 1965-1966

Meritorious Unit Commendation (Army) for VIETNAM 1967-1968

Meritorious Unit Commendation (Army) for SOUTHWEST ASIA